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AROUND THE LAKES.

CLEVELAND.

The Straits are gorged with ice in the vicinity of Cheboygan.

The propeller Depere, of the Goodrich Line has gone to Manitowoc.

A heavy gale raged at Grand Haven on the 3d inst. The Milwaukee steamers remained in port.

The sociable of the Oswego seamen's union was a pleasant affair and all present enjoyed themselves thoroughly.

Captain W. E. Ransom, of this city, has purchased the sailing yacht Flying Dutchman of Captain E. T. Whitney.

The schooners George S. Hazard and F. A. Georger were sold at Buffalo, Saturday for $25,000 and $22,000 respectively.

D. D. Calvin has been elected Reeve of Garden Island by acclamation, and Thos. Hogan was treated in a similar way by the electors of Wolfe Island.

The propeller M. F. Butters arrived in Chicago on the 3d, lumber laden from Ludington. She was covered with ice. Ice was making rapidly in Chicago harbor.

Captain Falcon, of Chicago, a wrecker of thirty-five years' experience, was in Brockville on Monday, the 1st, inst., on the way to visit the sunken propeller Oneida. He was sent by the Chicago Board of Underwriters, and will report as to the possibility of the vessel being raised.

The transfer steamer Algomah was fast in the ice in mid-straits on the 3d instant, between St. Ignace and Mackinaw City. The ice will soon be strong enough in that vicinity to cross over on. No trains from the south for twenty four hours, and no trains from up north to-day. The snow causes the trouble.

The steamer Wisconsin, which left for Grand Haven, Mich., on the 2d inst,, after a terrible exposure of forty hours in a terrific gale and severe cold, returned to Milwaukee covered with ice three inches thick. The captain says he never experienced a like gale in all his life on the lakes. The thermometer ranged twenty-three below zero at 5 p. m.

Captain James Bowen and Mr. H. D. Root, of Lorain were in town yesterday. Mr. Root, shipbuilder of Lorain, has just started a small steam yacht of the following dimensions: Length over all, 48 feet; beam, 11 feet; depth, 4 feet 6 inches. She will have a clipper bow and very fine lines, bent frames 2x4 on the flat, 1½ inch oak plank, and will draw 3½ feet of water. She will also have a centreboard. Her engine will be 9x6 with 42 inch wheel, 5½ feet pitch and 250 revolutions. She will be an open boat with awning deck and will carry thirty passengers.

As there has been considerable discussion in regard to what effect wind has on the thermometer, experiments have been continued at the signal station for some months past. One thermometer was placed on the north side of the station completely exposed to the storm and the winds, while another was equally exposed to the cold but was shielded from the wind. During the month of December observations were taken several times daily, and the final summing up shows that the exposed thermometer varies but two-tenths of a degree from the sheltered one. As there has been much discussion in relation to this matter, the result of the experiment will be read with interest. Following are the readings of the thermometer during the present severe weather: January 4, at 6 a. m., 4° below, rising to 5 6-10; January 5, 13° below, rising to 4 3-10; January 6, 9° degrees below, rising to 4 2-10; Jaduary 7, 7° degrees below, rising to 12 7-10. This is the temperature as given by the Government instruments which are the most perfect made.

CHICAGO.

Special to the Marine Record.

A one-fourth share of the schooner America has been transferred to B. F. Davidson and a one-eighth share to Fred Weimar.

A new tug line will be formed at Chicago next spring, under the superintendence of Captain C. A. Sinclair, and will comprise George Gilman's tugs, the Chicago Dredging and Dock Company's tugs and some others.

The schooners Golden Age and J. G. Magill, having had repairs completed. have gone out of Miller Brothers' drydocks, and three of the Peshtigo Lumber Company's barges have gone into drydock to be rebuilt.

Rosel Downer, the marine diver, has returned from Cross Village, where he has been inspecting the schooner Lucy J. Clark, which sank off there in the fall. He found the hull in good condition, and thinks she can be raised. He succeeded in saving the steam pumps and anchors and chains which went down with the schooner.

The annual stockholders' meeting of the Vessel Owners' Tug Company, held January 8th, at 11 a. m., in their office at 240 South Water street, George D. Kirkham, Secretary of the company, made the annual report of its directors, showing that it cost the company $8,432.04 to fit out its boats for service last spring; running expenses of said tugs, $79.635.33, and general expenses $41,-905.38, making the total expense for the season $129,972.75, from which must be deducted $32,087, the 20 per cent. discount of the tow bill paid as per tariff of 1883, making a net gain over the season's business for 1883 of $10,357.25. The Directors declared a ten per cent. dividend on the capital stock of the company. The following directors were elected: J. L. Higgie, A. A. Carpenter, A. G. Van Schaick, George D. Kirkham, John N. Witbeck, Thos. Hood, H. Michelson. The directors met at 3 p. m., and elected the following officers: J. L. Higgie, president; John H. Witbeck, vice president; A. G. Van Schaick, treasurer; Geo. D. Kirkham, secretary.

DETROIT.

Special to the Marine Record.

DETROIT, January 8.

That weather-wise individual who gave us to understand that an open winter was at hand had better keep mum for all future, as his knowledge of such matters is no better than that of the common sort, not even excepting an Egyptian mummy. An open winter, indeed!

The Detroit river, for the first time in twenty years, may be considered as under blockade. The huge railway boats, it is true, manage to plough through, but this is all that can be said, for it occupies over one hour to perform a distance that otherwise would take but fifteen minutes. As I now write loaded teams can cross the river in the locality of Springwells, or at points where the steamers do not keep an open space. And on the thoroughfare traversed by steamers, in fifteen minutes thereafter footmen can cross the broken track with perfect safety. This state of things has not existed since the winter of 1855, yet the approaches have been near to it.

Aside from what I have previously intimated but little is going on in the way of shipbuilding at Detroit. John Oades has on hand the construction of a small steamer for a party at Green Bay, to cost, when completed, about $25,000, and intended for the passenger traffic in that locality. She will be in readiness for business on the opening of navigation. At Marine City Captain W. B. Morley has under way the construction of a steambarge which is intended to carry 65,-000 bushels of wheat. She will be gotten up on first-class principles throughout, which is the way they do it in these times of shipbuilding. Lester & Co., also of Marine City, are building a towbarge to carry 600,-000 feet of lumber, and another barge to car-250,000 feet of lumber, is also being built by other parties at that place.

At Port Huron the barge J. H. Rutter is undergoing substantial repairs in drydock, after which the schooner Young America will be attended to. The barge Plymouth is being rebuilt at Algonac.

The St. Clair river is still open to navigation from Port Huron down to the town of St. Clair. From that point to the flats, including Lake St. Clair, no water is visible.

Within a day or two past we have had several visitors from abroad, among whom may be noted Captain Berriman, of Port Huron; Henry Beatty, agent of the Canada line of Lake Superior steamers, with head-quarters at Port Sarnia. The two new steamers built in Scotland for that company are having their cabins put in shape at Port Colborne the present winter, and when completed it is somewhat boasted they will be unrivalled anywhere. Each are 275 feet long and are not only moved by steam but the process of handling of freight and also stearing, will be governed in like manner.

Captain W. F. McGregor, of the steamer Wisconsin, which plies between Grand Haven and Milwaukee paid us a visit on Sunday. It will be remembered that a few days since that steamer left Milwaukee for Grand Haven, but owing to bad weather, was obliged to return to the place she started from. Her next effort was more successful yet the captain holds that winter navigation is not as enjoyable as many would suppose, in short, not without considerable suffering. He returned to his boat on Monday.

The schooners J. C. King, Alice Smith, L. Hammond and Mineral State have taken on board cargoes of grain for winter storage at this port.

In the record of quick trips during the season just closed it may not be out of place to recall to mind one of the olden time. In July, 1825, the schooner Mariner, in command of Captain Chesley Blake, took on a cargo of supplies at Detroit for Mackinaw and left on the 6th of that month. She was detained by head winds in the St. Clair river twenty-six hours. She arrived at her destination and reloaded with furs, and after further detention in the St. Clair arrived at Detroit in less than a week from the time of her departure. She was chartered for $400 the round trip and made the quickest trip on record during that period of navigation, and even now there are few that can do better. While at Mackinaw the schooner Gen. Jackson, Captain Merritt, was wrecked near mackinaw and the crew saved by the Mariner and brought to Detroit. During that early period it may be noted that the sloop Huntington, the first vessel built at Black River, Ohio, was wrecked ten miles above Erie, freighted with ashes, and in 1825 the schooner William was lost at Grand River, Lake Michigan, in March.

The record of lost vessels in early days was not kept complete, as many were of small dimensions. During 1827 the schooner Surprise, Captain Philip Secord, was found waterlogged eight miles above Buffalo, and the captain found dead near the windlass fouled in the rigging. Two men and a boy, who constituted the crew, were also lost. At the same time John Q. Murdoch, engineer of the steamboat Superior, was drowned in Buffalo creek, May 15th. On the same date the schooner Young Lion was launched at Black Rock and placed in command of Captain Charles Burnett. Norton & Bliss were the owners.

With reference to late lake navigation it is on record that on November 23, 1827, the steamboat Ohio was the last steamer to leave Buffalo for Detroit. She schooner Napoleon arrived at Buffalo December 15th, same year, and the Antelope January 4th, clearing again on the 7th of the same month.

Mr. Hezekiah Winslow, the well-known vessel owner of Cleveland, whose demise took place in Paris, France, on the 31st ult., was widely known throughout the lakes, It was quite a surprise to all of his acquaintances here.

Two barges of large dimensions are in process of construction at Bay City, in addition to the steamer for Captain James Davidson. At St. Clair on the river St. Clair, a steambarge is also being built, of which more definite particulars will ere long be sent you.

There are on the tapis some vessel sales of which the parties interested are somewhat reticent in giving out, for the reason that they have not been fully completed and the money is not yet paid over. I hoped to be in possession of full particulars before sending off this dispatch, but am disappointed. They, however, will come in play at another time.

To-day (Tuesday) the weather has somewhat moderated, and we are having an old-fashioned snowstorm from the northeast.

Commencing, at an early period I will endeavor to give in my next communication a record of names of vessels which have been lost on the lakes, by taking each year separately, as well as portions of other early marine history which have not appeared for the past half century.

Captain W. B. Morley, of Marine City, is the latest marine arrival in this city, with nothing important to communicate.

The ferry steamer Victoria, plying between Detroit, is an ice boat to all intents and purposes, as she passed through ice ten inches thick, and made a distance of half a mile in twenty minutes.

B. Whitaker & Son have bargained for the sale of a one-fourth interest in the schooner Sweetheart for $5,000, and the whole of the steambarge Mary Mills. As the negotiations have not been fully gone through with further particulars cannot at present be made known.

M. E. B. A. No. 2, of Detroit, held its election on Wednesday evening, December 26, the following gentlemen being elected for 1884: Charles E. Soleun, president; William

[*Continued on 5:h page*].

MARINE LAW.

AN INJURED SAILOR IN A HOME PORT NOT OBLIGED TO GO TO A HOSPITAL.

[*Concluded from last week.*]

The peculiar privileges and protection afforded by the maritime law are only, however, secured to seamen. Common sailors only were originally termed seamen; but the rights of seamen under the rulings of American courts from time to time, have been extended to mates, surgeons, stewards, engineers, cooks, clerks, carpenters, firemen, deckhands, porters and chambermaids. All these classes have been allowed to sue in the Admiralty as mariners or as persons rendering maritime services under a maritime contract. 1 Peters Adm. 246; 2 Peters Adm. 268; Wilson vs. the Ohio 1, Gilpin 514; 1 Conkl Adm. 107; 2 Pars. Mart. Law 582; The Sultana 1, Brown 13; Steam Propeller M. M. Caleb 9, Ben. 159; The Hudson 8, Fed. Rep. 167; North America 5, Ben. 486; Allen vs. Hallet Abb. Adm. 576; Gurney vs. Crocket ibid 490.

In the case of the Trainer vs. the Superior 1, Gilpin 514, the general rule is given that all those who contribute to the preservation of the vessel or were employed in navigating her, are entitled to the rights of mariners; whilst in the cases of the Ocean Spray 4, Sawyer 105, and Minna 11 Fed Rep. 759, the rule is extended to all hands, employed on the vessel in furtherance of the main object of the enterprise, except the master.

It appears, therefore, clearly that the service of John Harrigan was a maritime service. The injury resulted from an explosion caused by the giving way of the cylinder head on board the tug boat on the 14th of August, 1880, while he was in the actual service of the ship. The injury did not occur from any negligence or fault of the engineer.

As a seaman he was entitled to be cured at the expense of the ship, and for the expenses of his cure he had a triple remedy against the vessel, owners, and the master.

At the time of the injury Handy P. Holt, the master, was absent; Captain Murray was in charge. This officer went for Dr. Cummings and asked him to attend the injured man, which he did. After his wounds were dressed he was at his own request sent, in charge of the steward, to his own home in Philadelphia, where the physician continued his visits until a permanent cure was effected.

It is urged by the plaintiff in error that by certain statutes of the United States it was provided, Act March 3, 1875, Rev. Stat. U. S. 4,585, "There shall be assessed and collected by the collectors of customs at the ports of the United States from the master or owner of every vessel of the United States, arriving from a foreign port, or of every registered vessel employed in the coasting trade, and before such vessel shall be admitted to entry, the sum of forty cents per month for each and every seaman who shall have been employed on such vessel, since she was last entered at any port of the United States; such sum such master or owner may collect and retain from the wages of such seamen."

Act. 29th June, 1870, Rev. Stat. U. S. 4,803, "All such moneys shall be placed to the credit of 'the fund for the relief of sick and disabled seamen,' of which fund separate accounts shall be kept in the Treasury. Such fund is appropriated for the expenses of the marine hospital service and shall be employed, under the direction of the Secretary of the Treasury, for the care and relief of sick and disabled seamen employed in registered, enrolled, and licensed vessels of the United States."

It is alleged that the tug boat J. B. Woodward was within the provisions of these statutes; that the hospital dues were paid; that the seamen upon the tug, if injured in the service of the same, were entitled, upon proper application, to free hospital service in the city of Philadelphia; that the captain in charge tendered the injured man this service which he refused to accept and requested to be sent to his own house; and that the J. B. Woodward, its owners and officers were therefore absolved from any further liability for his cure.

It will be observed that as the master or owner is authorized to deduct the sums collected from the seamen's wages, the "fund for the relief of sick and disabled seamen," thus provided is created by the moneys of the seamen themselves, and not by the owners or masters of vessels in relief of their liability under the law maritime.

Besides the hospital service of the United States is confined to our own ports and is maintained in but few of these; and *non constat* that the sums collected and paid over as hospital dues will be adequate for the support of the service where it is thus provided for, whereas the provisions of maritime law secure relief in all the seas and seaports upon the globe.

It cannot be pretended therefore, that seamen injured in the ship's service, who, by the maritime law had a right to be cured at the ship's expense, must accept in view of that right a provision so inadequate. The provisions of the Acts of Congress, above cited, cannot be regarded as repealing the ancient maritime provision referred to, but must be treated as simply auxiliary to it.

The provision for hospital dues enables seamen, at their own expense, to increase their opportunities for medical treatment, and provides an additional safeguard for their own protection when the vessel or its owners are perhaps in foreign seas, or cannot or will not extend the aid which the law requires.

This view of the effect of the several acts of Congress in relation to hospital dues has been adopted in a number of cases in the Admiralty courts; Reed vs. Canfield 1, Sumner 200; Harden vs. Gordon 2, Mason 548, see also Curtis on Rights of Seamen, page 117; Parsons on Shipping and Adm., Vol. 2, page 80, where the same construction was approved.

When the physician, Dr. Cummings, was called and came, the patient was in the tug boat and the first treatment was given there. The right of the seaman and the responsibility of the ship and owners were then undoubted. Of the circumstances of the removal it is not shown that the physician had any notice; of the tender and refusal of the hospital service it does not appear that he knew anything. No notice was subsequently given and the physician had a right to assume that the rights and responsibilities of the parties continued. The claim here is for medicine and medical attendance only; there is no claim for nursing, board or other service during illness.

If, therefore, the engineer Harrigan was not obliged to accept the tender of the hospital service under the acts of Congress recited, and he was offered no other, his request to be taken to his own house, when there was no provision for him in the boat, was certainly not an unreasonable one, especially as there is no proof that medical attendance was more expensive there than elsewhere. The judgment is therefore affirmed."

GENERAL NEWS.

It is said that Mr. Roach is to retire from the active work of his shipbuilding yard at Chester, Pa.

The river boats Colorado and City of Alton burned to the waters edge at St. Louis on the morning of the 25 inst.

The Marine Iron Works at Bath, Me., enable shipbuilders there to make a different class of vessels than formerly.

The decrease in the public debt during December amounted to $11,743,373. The decrease since June, 03, 1883, was $53,049,483.

English steamship owners will not be appeased with the promise of De Lesseps. They want a Suez Canal under their own control.

The steamship "America," of the National Steamship Line, was successfully launched from the yard of Messrs. J. & G. Thompson, on the Clyde, on December 30.

Mr. Reagan has introduced a bill in the House of Representatives, permitting American registry for foreign built vessels without restricting them to foreign carrying trade.

Captain Pike, of the Proteus, was before the Arctic board and gave his views concerning the best plans to be adopted to success by the next expedition for Greely's relief.

In the aft compartment of the steamship Brittanic a fire was discovered among the cotton and oil stowed there. The fire boats quickly responded to the alarm and filled the compartment with water, extinguishing the flames. Losses covered by insurances.

It is said the Lake Superior trade is in a worse condition than for twelve or fifteen years. Seven out of every ten mines in the region are idle, and those running are owned by the largest and wealthist corporations who are restricting the output. At least half the ore of the best quality is selling in Cleveland at $6 per ton, which is lower than for many years. At this price there is only a profit of 50 cents per ton, which is recognized to be the royalty.

At a recent meeting of the city council of Belleville, a by-law authorizing the sale of Mill Island to the Rathbun Company for $5,000.00 to be paid in ten annual instalments, was passed and the Mayor authorized to sign the agreement. The new owners are given the privilege in this by-law of building a bridge from the main land on the east side of the island.

The towboat Burton, at the mercy of a strong current, struck Neville Island, nine miles below Pittsburg, throwing the fire from under the boilers and igniting the craft. The crew of twenty-one became panic stricken and jumped overboard. Sixteen were rescued by the crew of another boat, one body was recovered, and three are missing and are supposed to have perished.

Galveston is throwing up her hat in honor of Captain Ead's answer in relation to her bar. The captain says that if Congress will give him $7,500,000 he will guarantee thirty feet of water, and maintain that depth for twenty years at a cost of less than $100,000 a year. He proposes to give the city twenty-two feet of water within two years. A Texas newspaper says that with thirty feet of water on her bar Galveston will soon outrank New York City.

Linden Kent, Lieutenant Garlington's counsel made an argument before the Proteus Court in defense of his client. He analyzed the evidence point by point, maintaining that, under the instructions and in view of the objects sought to be accomplished, no other course than that adopted in each case was prudent or possible. There was no disobedience of orders or unwise exercise of any discretion with which he was clothed.

The Canadian Government will probably introduce some stringent measure during the coming session with a view to preventing Canadian vessels being over-insured. Within the past year the greater number of disasters has been among vessels insured for amounts largely over their value. In a number of cases heavy insurance has been effected on old hulks which after leaving port have been abandoned and insurance recovered. The steamer City of Toronto was stopped running on September 1. by the inspector of Hulls, on account of her unseaworthy condition, She was laid up at Youngstown, N. Y., her owner being an American. She was afterwards taken to Port Dalhousie for repairs and was burned October 31. In the winter of 1882 she was sold for $9,000, and at the time she was burned was insured for $27,000 in American companies. The steamer Queen Victoria in August last was taken to Chatham and sold for $6,000. She was burned on September 13, and was insured for $10,000.

AN OCEAN MARINE.

It will be a proud day for the United States when she can once more take her proper place among the great maritime nations of the world, and American ships became the carriers of American commerce. It is useless to array statistics in order to show that our former prestige on the ocean has departed. All our official documents, whether emanating from the Treasury Department or the New York Chamber of Commerce, afford lamentable proof of the fact. Our old shipping merchants—the Marshalls, the Grinnells, the Aspinwalls, the Lows, and many others—recall with sadness the memory of noble fleets which seem to have forever vanished. "Painted ships upon a painted sea" adorning the office wall are the only memento. Suffice it to say on this point that in 1856 the tonnage of American vessels entered at our seaporst from foreign countries amounted to 3,194,275 tons, and constituted 71 1-2 per cent of the total tonnage entered. We look again, and find that of the total tonnage entered at seaports of the United States from foreign countries during the last fiscal year, 79 per cent consisted of foreign tonnage, and only 21 per cent. of American tonnage. There is yet room for hope, however. Several important bills designed to revive American shipbuilding, or to remove existing burdens, are before Congress at the present time and resolutions recently adopted by numerous boards of trade and other commercial bodies show that our leading citizens feel the necessity for action. Several of our State Legislatures have gone so far as to relieve shipping from local taxation, and the appeal is now to the General Government. Latest, but not least in importance, are the resolutions of the Union League Club, adopted on the 13th inst., some 300 members being present, with Wm. M. Evarts in the chair. The principal provisions are as follows:

Resolved, That the purchase of foreign-built vessels and their registry in the United States are in conflict with the true interests of the country.

Resolved, That Congress should make all appropriate provisions within its power to restore our navigation to the footing necessary for the safety and prosperity of the whole country; and to this end it should follow the example of foreign governments which have been successful in building up their trade and commerce, and aid in establishing lines of iron or steel made steamers to all points where a market may be found for our surplus manufactures, and that the lines of steamers so aided should be of a character readily convertable into fast men-of-war.

The "free-ship" doctrine is distinctly condemned. The club, a body of practical men of no ordinary intelligence or limited influence, are not prepared to admit foreign bottoms to the privileges of the American flag, but they approve of the bounty system, which, according to the Secretary of the Treasury, is the only remaining alternative. Herein they are radically defective, as they should recognize the fact that the employment of ships must be made profitable. This is indeed a factor of prime consideration, since it is evident that the first cost of a ship is secondary in importance. Bounties in their nature are an artificial stimulus—a *dernier resort*, presumably of a temporary character, designed to foster an interest deemed essential to the welfare of the country—to its dignity and its prosperity—but one that for the present is unable to contend single-handed against foreign competition so thoroughly organized and intrenched as to be insurmountable. It is none the less important that existing disabilities should be removed; that the burdens now imposed in the shape of consular fees, tonnage dues, hospital tax, etc., should be swept away.

These latter are provided for by Mr. Dingley's bill, now before Congress. This is the same bill as amended in the Senate at the last session, after passing the House, and now has a fair prospect of becoming a law.—*Iron Age.*

DEATH OF TWO LAKE PIONEERS.

COMMODORE WILLIAM B. WHITING.

A dispatch from Milwaukee, Wis., announces the death of Commodore William B. Whiting, on the retired list of the United States Navy. He was born in New York on the 13th of February, 1813, and joined the navy in 1829. After service in the Pacific and West India squadrons, he was actively engaged in surveying the harbors of the American coasts and of those of foreign countries. In 1851 he received an injury to his spine by a runaway accident, which caused his inability to perform duty afloat during the war. He took charge of the Naval Observatory at Washington in 1861 without any assistant in hydrographical work, thus leaving a more able-bodied officer available for active service. He remained at his post until 1871, when, owing to his infirmities, he no longer felt able to conduct the business of the office. In 1872 he made Milwaukee his home, and was on every fine day wheeled about the city in an easy chair fixed on wheels. He retained his mental faculties to the last, was an agreeable and pleasant talker and an inveterate smoker. The dates of his commissions were as follows: Commander, 1861; captain, 1867; commodore, 1871.

CAPTAIN LESTER PAVY.

Captain Lester Pavy died a few days since at the residence of his son, Captain Wm. L. Pavy, in Milwaukee. His age at the time of his death was 72 years, and until the last twenty years of his life he had followed the lakes. No captain was better known among the early lake mariners. The Rochester Union gives a brief history of his career on the lakes from which we gather the following: He first took charge of the topsail schooner Adjutant Clitz, of Sackett's Harbor, in 1829, and after that sailed vessels as follows: 1830-31, General Jackson; 1832, schooner Betsy; 1833, schooner Pilot; 1834, schooner Richard M.; 1835, schooner North America; 1837, schooner United States; 1839-40, schooner Hannah; 1841-42, schooner Malcolm. In 1843-44 he was in steamers running between Lewiston and Ogdensburg; in 1845 he commanded the schooner Malcolm, and in 1846 the Toledo. He next superintended the building of the brig Andes at Toledo for Lewis & Beardsley, of Oswego. The Andes came out in the summer of 1848, and he sailed her until 1854, when he took charge of the bark North Star. In 1855 he sailed the brig Julia Dean, which at that time was considered one of the finest vessels on fresh water. He resigned command in that year and went into the grain drying business at Buffalo. The Dean, it will be remembered, was lost in her first passage down after his leaving her, on Skillagalee reef. Like most men who have spent many years in ploughing the waves, the captain naturally drifted into the profession of ploughing the land, and passed some time as a farmer. During the last twenty years he had suffered from partial paralysis of the lower limbs, and had resided with his son.—*Oswego Times.*

TREASURE TROVE.

The solicitor of the Treasury was notified that there would be submitted to him certain legal questions which had recently arisen in connection with the work of recovering the treasure supposed to be lying in the wreck of the British frigate Hussar at the bottom of the East river, New York, just below Port Morris. The Hussar was wrecked in 1780 while on her way to Norwich, Conn. She is supposed to have had on board nearly a million pounds sterling intended for the payment of British troops, also seventy American prisoners chained to her gun deck. Attemps have been made at intervals for many years to recover the treasure which it is believed went down with her, but on account of the great depth of the water and the swiftness of the tide in the channel where the wreck lies, all such attempts have hitherto been fruitless. The company now engaged in the work undertook it at their own expense and risk upon an agreement with the United States government that they should have 90 per cent. of all the money recovered, the United States to have the other 10 per cent. together with all relics of value that might be found. From the fact that a legal question has arisen concerning the sunken treasure, and is to be submitted to the law officer of the Treasury, the inference is drawn that there is a better prospect than ever before for the recovery of the money, but nothing is known definitely about it or about the nature of the question raised.

The number of vessels launched on the Clyde during November was 36, representing an aggregate of 46,430 tons. This is slightly under the tonnage put into the water in the same month last year, but the figures are largely in excess of those for the preceding eight years. The vacancies on the stocks are not, however, being filled, the amount of work on hand is now very small.--*Liverpool Mercury, Dec. 1.*

Within a short period the Clyde shipbuilders in the upper reaches of the river have discharged 4,186 workmen. One firm have closed their works, dismissing on Saturday 1,000 men. The depression has wrought havoc in the ranks of the Clyde artisans The shipbuilding trade is rapidly approaching the dull times of some years ago; 22,317 men are employed, against 26,508 shortly since.

THE CENTURY.

PROGRAMME FOR 1883-84.

The programme for the fourteenth year of this magazine, and the third under the new name, is if anything more interesting and popular than ever. With every season the Century shows a decided gain in circulation. The new volume begins with November, and, when possible, subscriptions should begin with that issue. The following are some of the features of the coming year.

A new novel by George W. Cable, author of "Old Creole Days." etc., entitled Dr. Sevier," a story of New Orleans life, the time being the eve of the late civil war.

"Life in the Thirteen Colonies," by Edward Eggleston, separate illustrated papers on subjects connected with the early history of this country.

Three stories by Henry James, of varying lengths, to appear through the year.

The New Astronomy, untechnical articles, by Prof. S. B. Langley, describing the most interesting of recent discoveries in the sun and stars.

A novelette by H. H. Boyeson, author of 'Gunnar," etc. A vivid and sparkling story.

The New Era in American Architecture, a series of papers descriptive of the best work of American architects in public buildings, city and country houses, etc. To be profusely illustrated.

A novelette by Robert Grant, author of "Confessions of a Frivolous Girl," etc., entitled "An Average Man"—a story of New York.

The Bread-winners, one of the most remarkable novels of the day, to be completed in January.

Christianity and Wealth, with other essays, by the author of "The Christian League of Connecticut, etc., on the application of Christian morals to the present phase of modern life.

Coasting About the Gulf of St. Lawrence, a series of entertaining articles profusely illustrated.

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Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express	.....	*3 37 P M
Conneaut Accommodation	.....	4 22 A M
Nottingham [Sunday only]	9 44 P M	.....
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	§6 07 A M	6 32 A M
Mich Accom, Norwalk	.....	†6 12 A M
Conneaut Accommodation	†8 12 A M	.....
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation	.....	† 4 32P M

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col Cin. Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C. L. & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:40 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday

New York, Pennsylvania & Ohio R. R.

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Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavitts'urgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2.20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a m., Rochester 12:58 p, m, Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh. 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

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Following is the time in effect Nov. 18. 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.	.....	.....
Arr. Valparaiso	9.37 "	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....
" New Haven..	1.35 "	.....	.....
" West Leipsic.	3.45 "	.....	.....
" Arcadia	4.44 "	.....	.....
" Fostoria	4.57 "	.....	.....
" Green Springs	5.44 "	.....	.....
" Bellevue	6.12 "	.....	.....
Lv. Bellevue	6.22 "	7.52 a. m.	.....
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland	.....	10.27 "	3 52 p. m
Arr Painesville	.....	11.33 "	5·05
" Ashtabula	.....	12 25 p. m.	6.03
" Conneaut	.....	1.07 "	6.32 "
" Erie	.....	2.09 "	.....
" Dunkirk	.....	3.47 "	.....
" Buffalo	.....	5.22 "	.....

GOING WEST.

Lv Buffalo	9.47 a. m.	.....	.....
Arr Dunkirk	11.24 "	.....	.....
" Erie	1.23 p. m.	.....	Leave
" Conneaut	2.17 "	.....	6.17a. m.
" Ashtabula	2.50 "	.....	6.46 "
" Painesville	3.44 "	.....	7 43 "
" Cleveland	4.52 "	.....	8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	.....
Arr Bellevue	7.37 "	9.17 "	.....
Lv Bellevue	.....	9.22 "	.....
" Green Springs.	.....	9.44 "	.....
" Fostoria	.....	10.22 "	.....
" Arcadia	.....	10 34 "	.....
" West Leipsic	.....	11.30 "	.....
" New Haven	.....	1 35 p. m.	.....
" Fort Wayne	.....	1 52 "	.....
" Valpraiso	.....	5.55 "	.....
" Chicago	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

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A. A. POMEROY, Editor and Proprietor.

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THE Age of Steel says, on the authority of a gentlemen largely interested in the iron trade, that there is a scheme on foot to pool the entire pig iron industry of the country.

The Chinese ironclad now being constructed at Stettin, and the two Chinese corvettes just completed at Kiel, will not be permitted by the German government to leave those ports until it is evident that there will be no war between France and China.

MISS BERTHA BOYD, keeper of the Oak Point lighthouse, at St. Stephens, N. B., for the past four years, has received a boat from the government worth $165, for rescuing some men from drowning about a year since. It is upholstered and made very nicely. She is the accomplished daughter of John Boyd, pilot at Oak Point, St. Stephens, and has kept the lighthouse there since she was 15 years of age.

WE published last week a paragraph stating that the schooner Polly Ann, built in 1804, was the oldest vessel in the United States. It transpires that the United States ships of war Constellation and Constitution were both built prior to that date and are still in active service. The former was built in 1797 and the latter in 1798. The merchant bark True Love, also in active service, was built in Philadelphia in 1764.

IT seems that speaker Carlisle, in making up the committees in the House, has greatly favored the railroad districts that have been for some time demanding appropriations for docks, on creeks and unnavigable rivers, to the detriment of the more meritorious public works along the lake and sea-coast. The committee on rivers and harbors, as now constituted, contains but one lake district representative, a new member, and who possibly does not understand the needs of the great lake ports.

CONGRESSMAN Davis, of Chicago, tells why it is hard to get the great canal grab through the House. "You see, when you go to a representative and ask him to support the Hennepin canal measure he fishes around for a map, and he shows you about a dozen other points in the country that are deserving just such an improvement, and he says to you that if you will support a similar project in his part of the country he will vote for the Hennepin canal. Thus you will find that if you begin pledging in that direction you will soon be bound to vote for over $100,000,000 worth of improvements of the kind."

DISPATCHES from Washington state that Captain F. H. Mason, formerly United States Consul to Basle, Switzerland, has been appointed consul to Marseilles, France. This is a deserved promotion, as the ability with which Captain Mason has discharged the duties of his office at Basle has attracted general attention. He has devoted his entire time to his business, looking after the details of his work himself instead of leaving it to deputies. The consequence is that he has rendered invaluable services to the State Department at Washington. He was the first consul to protest against the shipment of foreign paupers and criminals by the authorities of the old country to America. The Swiss embargo on American pork was repealed upon evidence obtained and submitted by Captain Mason, and he has been the means of saving to the Government over half a million dollars in the matter of fraudulent exports and under valuation of analine dies, etc. Captain Mason's friends will be glad to hear of his promotion.

THE NATIONAL BOARD OF STEAM NAVIGATION.

The pamphlet containing the proceedings of the twelfth annual meeting of the National Board of Steam Navigation has been at hand for some time, but press of other matter has delayed its consideration. President E. W. Gould, in his report, detailed his travels in the interest of the board, which had been authorized by resolutions at the last meeting, and which were deemed necessary by the apparent indifference manifested by navigators toward the measures sought to be attained by organization, Mr. Gould advanced some suggestions pertinent to the future status and objects to be attained by the board. At the conclusion of the reading a vote of thanks and a gift of $500 were tendered President Gould for his trouble, which he modestly accepted in a few well chosen words. He met with some success among the steamboatmen of the South Atlantic States and great rivers, but on the lakes he received but little encouragement, seemingly due to the fact the that benefits to be derived from the association had not been forcibly impressed upon lake navigators. At Cleveland he was told by some of the steamboat owners that they knew nothing about the board or its purposes, but they promised to look into the matter and if they could see any good in it, become members. Detroit told him the navigation people had no sympathy with the board, and at Buffalo his success was not much better. He did not visit Chicago, Milwaukee or other lake ports. Two companies of Chicago, however, the Goodrich Transportation Company and the Lake Superior Navigation Company, forwarded checks to the amount of stock they represent. So the twelfth annual meeting had not a single representative from the great lakes. It seems somewhat strange that the steamboatmen should have forgotten that the National Board of Steam Navigation held its first meeting in this city, its meeting of organization in September, 1882, and which continued three days. The board has steadily drifted in tendency toward the Ohio and Mississippi rivers, until it now has a heavy preponderance of that interest in its composition. Pittsburg has nearly twice the number of subscribing members of New York, New Orleans, St. Louis, Memphis, Vicksburg, Mobile and Cincinnati give nearly all the rest of the membership. The board appointed committees to urge upon Congress the necessity of amending the navigation laws in regard to limitation of responsibility of vessel owners after the rulings have been properly carried out, as follows:

"*Resolved*, That the Congress of the United States be petitioned to amend the law relative to the limitation of the liability of owners of vessels, as embraced in sections 4,282 to 4,288 of the Revised Statutes so as to exclude from the proviso the exception in section 4,289 of steamboats and other steam vessels navigating the inland waters and rivers of the United States, in order that such vessel may receive the benefits of that act to the same extent as ships and sea-going vessels now do."

The arguments used by the board, and which we hold to be good are as follows:

"The object and purpose for which we bring forward the present resolution and petition for amendment of section 4,289 of the revised statutes is obvious, and a few words will suffice to show the necessity of such amendment. The value and importance of steamboat property on the inland waters and rivers of this country equal, if they do not exceed, the amounts invested in American shipping. No reason exists, or has been urged by the courts, in the various causes which come before them for examination, why the restriction of the limitation of liability should have been applied to steamboats and other like vessels navigating the inland waters and rivers. The terms of section 4,289, have been by the United States Supreme Court, in the case of Moore vs. the American Transportation Co., Vol. 24 of Howard's Reports, page 37, extended so as to embrace any and all vessels, steam or otherwise, navigating the great lakes of this country, and the reasons urged by Mr. Justice Nelson in his decision are that the commerce on the great lakes, 'from its magnitude and the well-known perils incident to lake navigation, deserves to be placed on the footing of commerce on the ocean; and, we think, in view of it, Congress could not have classed it with the business upon rivers or inland navigation in the sense in which we understand these terms.' In the Long Island Transportation Co., 5th Federal Reporter, pp. 618-19, the court says: 'The purpose was to extend the act to all external waters, and to all sea going vessels navigating them.' In the case of the War Eagle, 6th Bissell, 364, a steamboat navigating the upper Mississippi river was denied the benefit of the Act. In the tug Sears, 8th Federal Reporter, 365, a steamer engaged on the Hudson river was also excepted from the provisions of the law. In the various cases which have come before the same and other tribunals, intimations have been given that this limited liability could have applied to steamboats on the navigable waters of the United States traversing such waters between different States. In other circuit courts of the United States there have been several decisions, under which the benefits of this limited liability act, by which owners of steamboats who sought to protect themselves from accidents which had arisen, were denied relief thereunder, and it is meet and proper, no cause existing to the contrary, that the law relative to this matter should be so amended as to exclude the distinction sought to be made."

In addition to the above resolution, discussion was had as to the advisibility of urging Congress to relieve seamen of the various inconveniences of the hospital tax laws as now in vogue, a measure which the MARINE RECORD has advocated from time to time in the last six months, and which now seems in a fair way to be accomplished, if the two associations now working to that end, and various petitions in circulation and largely signed by marine men, have due influence. Decision was made in regard to this hospital tax after the adjournment of the board, in a letter by President Gould, and which was incorporated in the proceedings of the board as an appendix. We printed the letter in full in our issue of December 27.

New by-laws were adopted by the board, but which do not differ materially from the old ones. If there is any difference it consists in the amount of assessment placed upon tugs and steamers to enable their owners to become members. Steamers of 1,000 tons and upwards are taxed $10 per boat, and not exceeding $60 per year to any one line of this class; tugs and steamers of not over 250 tons, $2.50 per boat, and not exceeding $15 per year to any one line of this class; steamers of 250 and not exceeding 500 tons, $5 per boat, and not exceeding $30 per year to any one line of this class; steamers of 500 tons and not exceeding 1,000 tons, $7.50 per boat, and not exceeding $45 per year to any one line of this class. Any person not an owner, desirous of becoming a member of the board, shall be admitted to all the privileges of the board, by paying an annual fee of $5." Whether the assessments are excessive or not is a matter for steamboatmen to decide, but it is not altogether unlikely that lake men consider it more than they would realize in benefits from the National Board.

OBITUARY.

There are no further details regarding the death of Hezekiah J. Winslow, which occurred on the 31st of December, than were made public on the 1st inst. It is thought that his sudden demise was caused by apoplexy. His remains will be brought to Cleveland for interment, although on account of the timidity of his wife in crossing the ocean, this will probably be delayed until spring. Mr. Winslow's former connection with the commercial interests of our city and of the lake marine, and his being one of the oldest settlers of Cleveland, require more than an ordinary notice of his life and character. He was born in North Carolina, in the year of 1817, consequently was in the sixty-seventh year of his age. In 1821, when a boy, his father, the late Richard Winslow moved to Cleveland and erected his residence on the site now occupied by Sterling & Co.'s wareroom, where the family resided for a third of a century. The father was engaged at first in the mercantile business, and afterwards went into the commission and transportation business. In 1836 he became engaged in the shipping business, and among his vessels were the steamers Bunker Hill and Saratoga, both of which were famous among the traveling public in those days when there were no railways. Soon Mr. Winslow took his four sons, N. C., Richard J., R. K., and the subject of this sketch into partnership with him, under the firm name of R. Winslow & Co. This firm gradually built up a fleet of vessels numbering at one time over forty, and in that way did much for the commercial interest of our city. On the death of Mr. Winslow, sr., which occurred some twenty years ago, the immense business of the firm was managed by three surviving sons, Mr. Richard having died some thirty-five years ago. About five years ago Mr. N. C. Winslow followed his father and brother, leaving the business in the control of the subject of this notice and his brother, Mr. R. K. Winslow, and now, by the death of this brother, the marine business of the firm devolves upon the latter gentleman.

In 1845 Mr. Winslow was married to Miss Helen Clarke, daughter of the late Dr. W. A. Clarke, whom many of the oldest residents will remember. In 1847 Mr. Winslow moved to Chicago with his family, and resided there till 1854, when he returned to Cleveland and lived here till 1859, when he moved to New York City. In 1864 he and his family went to Europe, and have lived there ever since, most of the time in Paris. Mr. Winslow was a most genial gentleman, and was popular with all his acquaintances, and was a through man of business. He leaves a widow and one son. Messrs. Rufus K. and E. N. Winslow are the surviving brothers of the deceased. Thus it is that those who lived in our beautiful city half a century ago are gradually leaving for the other side of the river, and soon not one will be left to tell the story of the early settlement.

THE FLOATING BETHEL.

Some weeks since we published a synopsis of Chaplain J. D. Jones' annual report of the good work accomplished by the Floating Bethel, in which Mr. Jones expressed a desire to have more commodious quarters provided in which to hold services and for the rapidly increasing number of visitors who attended the reading room. Captain Jones' suggestions are likely to be speedily realized. Captains A. Bradley and Stone have offered three-quarters of the schooner Kate Richmond to the Bethel association, and Captain Thomas Wilson has offered five hundred dollars toward buying the other quarter of the schooner, which is held by Captain Little.

The Kate Richmond, after being overhauled and refitted with an upper deck or meeting house, in case the offer is accepted by the association, will take the place of the old Bethel, now moored at the Main street bridge. Bethel workers cannot be too highly commended, and we trust their efforts will bear good fruit.

MARINE ENGINEERS IN CONVENTION.

The ninth annual convention of the National Marine Engineers' Beneficial Association met in Pittsburg on the 8th inst. and will continue its session for several days. Delegates are present from all parts of the country. The morning's session was occupied in effecting an organization and the afternoon was devoted to seeing the city. An element in the association will endeavor to have the constitution amended so as to bring within the power of the association the regulation of wages, but this will be strongly opposed. Decided action will be taken on the Allen pilot bill now before Congress. Its passage will be strongly recommended, as pilots generally favor all pilots becoming naturalized citizens. On the 9th the Association resumed its session. The question of licensing alien pilots and intemperate men was discussed and severely denounced. The grievances of steamboat officers were also considered. Many favored limiting the power of local inspectors, but before final action was taken they adjourned to dinner.

In the afternoon a resolution was adopted censuring the Secretary of the navy for recommending that the marine engineers be

placed under his jurisdiction, and compelled to pass the same examination as government engineers. The thanks of the convention were tendered to General Dumont, the supervising inspector, for preventing the change.

LOCAL INSPECTORS' REPORT.

The following is the local inspector's annual tabular statement of occurrences relating to steam vessels in the Cleveland district during the year ending December 31, 1883.

		First quarter	Second quarter	Third quarter	Fourth quarter	Total.
No. of steamers to which certificates of inspection have been granted		.....	116	37	4	157
Amount of tonnage of steamers inspected	Gross	.....	42,011.96	11.549.50	2,769.80	56,330.76
	Net	.....	33,950.76	8,745.36	2,404.07	45,100.19
No. of boilers inspected		.....	130	43	5	178
No. of boilers found defective		.....	5	5	.....	10
No. of boilers that have given way under hydrostatic pressure		.....	1	2	.....	3
No. of boilers condemned from farther use		.....	1	.....	.....	1
No. of appeals taken from the decisions of the local boards		5	10	2	.....	17
No. of masters that have received original license since last annual report		3	57	37	16	113
No. of pilots that have received original license		7	30	29	13	72
No. of pilots that have received renewal of license		7	64	67	19	157
No. of engineers and assistants that have received original license		4	18	12	2	36
No. of engineers and assistants that have received renewal of license		10	144	96	16	266
No. of accidents by fire		.....	.....	1	.....	1
No. of steamers wrecked or foundered		.....	.....	1	.....	1
No. of passengers carried by steamers		.....	9,730	96,783	13,203	1 9,716
No. of steamers gone out of service		.....	2	1	.....	3
Tonnage gone out of service	Gross	.....	13.49	311.23	.....	324.72
	Net	.....	.....	259.45	.....	259.45
No. of steamers added to the service		.....	14	2	.....	16
Tonnage added to the service	Gross	.....	324.04	95.21	.....	419.25
	Net	.....	190.70	66.20	.....	256.90
Amount of property destroyed by fire		.....	.....	$3.500	.....	$3,500
Amount of property lost by wreck or founder		.....	$4,150	$16,000	.....	$20,150

The tonnage inspected is classified as follows:

Passenger	9
Ferry	1
Canal	2
Pile driver	5
Towing	67
Yacht	9
Freight	64
Total	157

PLEASURE YACHTS.

A very pleasant little party met on board the elegant schooner yacht, Morning Star, which is lying just below Vallette drydock. Algiers, yesterday afternoon. The Morning Star has a capacity of 26 tons, new measurement, is 55 feet long, 14 feet beam, and 6½ feet in depth. She is now owned by Captain Samuel Moore, of Chicago, who towed her to this city from the former place, arriving about two weeks since. The captain is accompanied by his wife and charming little daughter.

The Morning Star was built six years ago in Chicago tor the Western Seamen's society, of Pittsburg, Pa, and consequently, is well adapted to and fitted for the accommodation of large parties. The decks are roomy and the cabin snug. There are nine excellent berths and every imaginable modern convenience. In short the Morning Star is just such a pleasure yacht as would suit a party of travelers who possess time and money with a desire to visit the various countries of the world. She is entirely sea-worthy. Her original cost was $5,000.

After inspecting the yacth and enjoying the hospitality of the captain, the party boarded his fine and substantial steamyacht launch Harry Channon, and were conveyed over the river in a most pleasant manner. The Harry Channon is just such a craft as is needed here for service on the river or lake. Her machinery was made by Messers. Warren Springer, Chicago and her boiler by Singer, Nimick & Co., Pittsburg, Pa., of homogeneous cast steel, and it is of 60,000 pounds tensile strength.

Captain Moore will dispose of his vessels if he receives favorable offers.

THE HENNEPIN CANAL.

The President sent to Congress Tuesday a special message in respect to the construction of the Hennepin Canal. Accompanying the message are copies of the act of the General Assembly of Illinois ceding to the United States the Illinois and Michigan Canal, a record of the State official vote upon the proposition to cede the canal at the State election succeeding the act of cession, and the letter of the chief engineers transmitting to the Secretary of War the report of the surveys for the proposed Hennepin Canal. In his message the President says:

I submit the communication of the Governor of the State of Illinois with a copy of the act of the General Assembly of the State tendering to the United States the cession of the Illinois and Michigan Canal upon the condition that it be enlarged and maintained as a national water way for commercial purposes.

The proposed cession is the element of a subject that Congress had under consideration in directing, by the act of August 22, 1882, a survey for a canal from a point on the Illinois river, at or near the town of Hennepin by the most practicable route to the Mississippi river at or above the city of Rock Island, the canal to be not less than seventy feet wide at the water line and not less than seven feet in depth of water, with a capacity for vessels of at least 280 tons; and also the survey of the Illinois and Michigan Canal, and the cost of enlarging it to the dimensions proposed by the canal between Hennepin and the Mississippi river.

The surveys ordered in the above act have been completed, and the report upon them included in the last annual report of the Secretary of War, and a copy is herewith submitted.

It appears from these papers that the estimated yield of corn, wheat, and oates for 1882 in the States of Illinois, Wisconsin, Iowa, Minnesota, Kansas, and Nebraska was more than 1,000,000,000 bushels. It is claimed that if the cheap water transportation route which is now continuous from the Atlantic ocean to Chicago is extended to the Upper Mississippi by such a canal, a great benefit in the reduction of freight charges will result to the people of the Upper Mississippi Valley, whose productions I have only partly noted, not only upon their own shipments, but upon the articles of commerce used by them, which are now taken from the Eastern States by water only as far as Chicago.

As a matter of great interest, especially to the citizens of that part of the county, I commend the general subject to your consideration.

[Signed] CHESTER A. ARTHUR.

Executive Mansion, January 8, 1884.

IRON MARKET REPORT.

CLEVELAND, January 9.

The only feature of the market worthy of note is an increased inquiry for future delivery, resulting, however, in no important transactions as yet; otherwise the market is exceedingly dull. We quote:

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$23 00@25 00
No. 2 Lake Superior charcoal	23 00@25 00
Nos. 3 and 4 Lake Superior	23 00@26 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern Car Wheel	28 00@33 00

Reported by E. L. Harper & Co., Cincinnati.

There is a decided better feeling both as regards demand and prices. All quarters reporting better demand for both pig and manufactured iron. Many large buyers are in the market and are having some difficulty in obtaining what they require. Furnacemen have come to the conclusion that they must take a stand, and have therefore declined several large orders that have been offered at prices that have bene current for the past month.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	19 00 " 20 00
" " " No. 2	18 00 " 19 00
American Scotch, No. 1	18 00 to 19 00

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "Vulcan" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

TO VESSEL MASTERS.

Georgian Bay is the "Black Hole" of the entire chain of lakes. It is a most stormy body of water, is dotted all over with shoal spots and reefs and ledges of rock, and there are few lighthouses and fewer buoys. There is a large trade between Chicago and ports in Georgian Bay, and the skippers of Chicago and the vessel owners of the lakes are interested in any proposed improvement of the navigation of the bay. Collector Spalding of Chicago has received the following, which explains itself:

RIDEAU CLUB, OTTAWA, Ont., Dec. 31.—Dear Sir: As I intend next summer to survey that portion of Georgian Bay which includes the entrance from Lake Huron, I should be much obliged to you if you could be the means of furnishing me with the positions of any shoal spots seen by the masters of the many sailing vessels trading to Georgian Bay from Chicago, and oblige. Yours faithfully. J. S. BOULSON.

Staff Commander, R. U.

The Hon. Jesse Spalding, Collector of Customs, Chicago.

Masters of vessels may not have "seen" any shoal spots, but large numbers have discovered where the shoal spots are, their vessels having struck and sunk on them. If these masters will communicate with Collector Spalding they will confer a favor.

[*Concluded from 1st page.*]

E. Cullen, vice-president; John L. Sargent, recording secretary; John Galway, corresponding secretary; Frank Kenyon, financial secretary; Robert Stage, treasurer; N. Johnson, chaplain; R. C. Ludlow, conductor; A. Whitmore, doorkeeper; William F. Cullen and J. H. Reid, delegatss to the national convention. J. W. H.

SANDUSKY.

Special to the Marine Record.

The steamer Eagle left Put-in-Bay Monday morning for this port. The ice on the lake is seven inches thick. She cut through eight miles of it and then one of her steel plates tore off and she had to run back. She will try again.

The funeral of Captain George Hand, of Buffalo, whose remains were brought here for interment, was largely attended. The deceased was formerly a resident of this city and was known along the entire chain of lakes.

MARYSVILLE.

Special to the Marine Record.

Propeller J. E. Mills and propeller Point Abino are laying up here to-day on account of the river being blocked up with ice. Since my last report they found another Indians skeleton in the gravel pit.

The Pickup made her last trip Friday.

Captain J. A. Ellery of propeller J. E. Mills was elected president of the Red Ribbon Club last Tuesday evening of which he has ben a member for over five years. We would like to see all captains good temperance men. E.

CHARLOTTE.

Special to the Marine Record.

Vessels laid up at this port are:

Propellers—Charlotte, J. W. Wilcox.

Side wheel steamer—City of Rochester.

Schooners—Jessie Drummond, E. K. Hart.

Steamyacht—Ethel.

Tug—S. H. Barons. E

OGDENSBURG.

The following is a complete list of the vessels which will winter at Ogdensburg.

Steamers—W. L. Frost, Northerner, Abercorn, Henry Plum, Stranger, Curlew.

Schooners—W. H. Rounds, E. R. Williams, Abbie L. Andrews, Itasca, W. I. Preston, Jennie Matthews, Ganges, M. P. Beals, Angus Smith, Nettie Ganger.

Barges—Hattie L. Johnson, Black Diamond, Argo, Argosy, Kent, Mary, Lyman Casey, Maize, Tuscarora, Mohawk, Onondaga, Huron, Michigan, Erie, Hope.

Yachts—Lotus, Lancet, Harry Smith, Rawson, Florence.

Tugs—W. L. Proctor, Geo. D. Seymour, Fairfield Sarah Daly.

Captain Alvah Shaver is home for the winter. He laid up his steamer, the Garden City, at Alpena, last week. The Garden City was built at the marine railway in this city for the old N. T. company, in 1874, and has been commanded by Captain Shaver who took her on her first trip till he laid her up last week, and all this time she has traversed the lakes without accident of the slightest character. For several years past she kept her trip through the winter months, which kept Shaver on duty the year round. But both will take a rest the present winter. For forty years Captain Shaver has navigated the waters of the St. Lawrence and the lakes, and never met an accident.

GRAND HAVEN.

The great storm has abated to such a degree that the steamers Wisconsin and Michigan, of the Grand Trunk Line, have arrived from Milwaukee. The Wisconsin was one sheet of ice, and Captain McGregor, her commander, said that while exposed for forty-one hours in the awful gale of wind and snow he considered it a question as to whether his ship's machinery gave out or not. If it did they would all go to the bottom; if it did not he would bring her safe to land. Captain McGregor is a through seaman and a gallant gentleman, and deserves much credit for his brave conduct. Both vessels remain here until Monday evening.

PORT HURON.

The Pickup did not make her regular, trip on Friday and the advantages of competition were illustrated by the fact that the passengers on the Conger had to pay 50 cents fare The Conger left Algonac on Thursday night, but on account of the ice in the river did not reach this city until Friday morning.

Dr. Pace is now full owner of the schooner L. L. Lamb, and Captain John Buzzard of the schooner Wm. Young. It is in this way that they have divided their vessels interest.

The ferry boats now run to the foot of Butler street.

PORT ARTHUR.

The tug Silver Spray is laid up for the winter at Silver Islet. The crew ot six started for Port Arthur, thirty miles distant, and were caught in a blinding storm. Five reached their destinations greatly exhausted by the cold. The sixth, named Porter, from Owens Sound, Ont., perished. A relief party discovered the body.

THE LIME KILN CROSSIMG.

At the Detroit board of trade on Saturday, President Gillett said that vessel owners, members of the organization, had urged him to bring the matter of the improvement of the Lime Kiln crossing again to the attention of Michigan senators and representatives, and that he had caused inquiry to be made as to the opinion of influential citizens not members of the association, and finding a general sentiment in favor of a speedy completion of the work, had prepared a set of resolutions similar to those passed on the 9th of January, 1883. He said he had made use of the latest facts ascertainable as arguments in favor of the request made. The resolutions were passed unanimously, and are as follows:

WHEREAS, The Lime Kiln crossing in the Detroit river is the most dangerous obstruction to navigation in the whole chain of lakes; and

WHEREAS, Some 40,000 vessels (estimated to carry 17,872,182 tons of freight, as compared with 3,327,248 tons crossed over the river by all railroads) pass through Detroit river in a single season, incurring an enormous loss in revenue from detention, damage and sinking in crossing this obstruction; and

WHEREAS, The plan for making a straight channel 300 feet wide and 20 feet deep, has been approved by two successive chiefs of the engineering department in charge of the work, and the estimates of $227,700 required to complete the work has been similarly approved by these officers in succession; and

WHEREAS, Said $227,700 added to $335,000 already expended, makes a total of only $562,700, or $603 800 less than the original estimate of $1,166,800 framed when the first appropriation was made; and

WHEREAS, All the moneys heretofore expended on this work are of no benefit until the work is completed, and the crossing is now in a more dangerous condition than before the work was commenced; and

WHEREAS, A generous appropriation to complete the work at once would be a great saving in all the expenses of establishment and contingencies as compared with a small yearly appropriation; therefore.

Resolved, That the Detroit board of trade earnestly request our senators and representatives in congress to use all possible efforts to secure such appropriations as the engineers have estimated to be necessary to complete the work; and

Resolved, That copies of this preamble and resolution be transmitted to each of our senators and representatives in congress and to the various commercial organizations at the lake ports.

THE LIFE SAVERS.

Last week a conference of the captains of the life saving stations in the ninth district was held in Buffalo. Captain Dobbins, superintendent of the district was present; also Captain J. Blackburn of this station; Captain Fish of Sandy Creek; Captain Parker of Texas; Captain Clark of Erie; Captain Williams of Buffalo; Captain G. F. Babcock of Painsville, Ohio; and Captain Chas. C. Goodwin of Cleveland.

Much interest was manifested in the inspection of Supt. Dobbins' last new patent self-baling surf boat, Its construction and adaptability was highly approved.

Captain Blackburn has returned home from the convention. He informs us that this morning he had sent a request to S. I. Kimball, general superintendent at Washington for one of these boats for this station. It will be about two feet longer than the one that has been in service here.—*Oswego Times.*

CHICAGO AS A PORT.

Looking back, the growth of Chicago's lake commerce indeed seems magical. And the shipping interests claim that the shipping first discovered that the site was a good one and then laid the foundation and soon made Chicago, and is now, and always will be, her greatest source of prosperity;" that "it was not until years after the ships and lake commerce had made Chicago and started her in the true, thrifty growth that the railroads came stretching out and finally became a help." It is generally claimed that "the railroads made Chicago," but as seen, the vessel people contest the important claim, and though the period in which the great Western metropolis has grown is comparatively a brief one, the vessel people, in proof of what they urge, point at the fact that ships came here before railroads were thought of, and that their coming and going made this trading point, and soon a flourishing town and port.

THE FIRST SHIPS TO ARRIVE.

The first craft to arrive at Chicago was the schooner General Tracy, a vessel ninety tons burden, built at Detroit somewhere about the year 1800. She sailed from Detroit for Chicago in July, 1803, having on board a company of soldiers under command of Colonel Swearinger. On the passage she called at St. Joseph, and otheir points. Chicago at this period had only one white man's dwelling, that of an Indian trader. The Tracy in 1809 was wrecked on Fort Erie reef, opposite Buffalo, at which time she was owned by Porter, Barton & Co., of Black Rock, N. Y.

Sail vessels began to ply to Chicago in 1830. In the month of April, in that year the schooner Detroit, Captain Robinson, cleared from Cuyahoga (now Cleveland) for Chicago with the following cargo, viz: Ninety-one barrels of flour, 101 barrels of whisky, sixty-nine barrels pork, fifty-one barrels dried fruit, twenty-four barrels cider, and sixteen barrels of beef.

The first steamboat to arrive at Chicago was the Sheldon Thompson, Captain Augustus Walker, with troops for General Scott's army, engaged in the Black Hawk war. She arrived off Chicago June 25, 1832. The Thomson was 242 tons burden, low pressure, and had three masts. Simultaneously, there arrived also five vessels laden with supplies for said army. These were:

The schooner Detroit—Captain, Harry Whitaker; mate J. M. Lundy; crew, B. F. Davidson, Vincent Bidwell, Harry Green, and John Chubb (colored.)

Schooner Mariner—Captain, Harp Johnson; mate John Sims.

Schooner White Pigeon—Captain, Norman Patterson; mate, John Shooks.

Schooner United States—Captain, T. J. Titus; mate, Lester H. Cotton; Robert Wagstaff was pilot.

Schooner Marshal Ney—Captain, John Stewart; mate, D. Druillard.

Of the above named, Captain Whitaker now resides in Detroit; V. Bidwell resides in California, and John Sims at or near Cleveland. The others are all deceased, but have been well known in Chicago and along the lakes, being identified with marine and and commercial interests.

FIRST CRAFT TO ENTER THE RIVER.

Captain Leonard C. Hugunin, of Chicago, now 70 years of age, thinks his was the first craft to enter Chicago creek. [As seen above, vessels arrived off Chicago—and landed their cargoes—long before he did.] Captain Hugunin says: "I am an old lake captain and sailed the first vessel, a yacht named the Westward Ho, that ever entered the port of Chicago. It was in August, 1833, I, with two brothers, Judge Peter D. Hugunin and Captain Hiram Hugunin, sailed from Oswego, N. Y., having the unlimited credit of two banks. We were nearly three months on the passage, leaving Oswego in June, making various stops on the way, and arriving in Chicago the latter part of August. We had to go ashore and hire eight yoke of cattle to haul the yacht over the bar at the mouth of the river. There were then, including the garrison of Fort Dearborn, but 350 inhabitants."

All the six brothers Hugunin had practical knowledge of navigation. The Westward Ho remained on Lake Michigan and sailed between Chicago and St. Joseph and other ports.

The Hon. John Wentworth says: "General John McNeil, one of the heroes in the battle of Lundy's Lane, commanded the fort when Mr. McKee came to Chicago, soon after his arrival a sailing vessel called the Heartless, undertook to enter the mouth of the river, ran ashore, and was beached in the sand. They tried to cut her out, but she went to pieces. About a year thereafter the first vessel entered the harbor and anchored opposite the fort. It was the United States revenue cutter Fairplay. When we speak of the first vessel coming to Chicago there is always a confusion between the vessels that anchored outside and the vessels that actually came up into the river. It is claimed that the Fairplay was the first one to enter the river."

Mr. E. Buel, now residing in Clinton County, Iowa, near Lyons, aged 75, claims that he was pilot and navigator on the schooner Aurora, Captain Titus, which came to Chicago in 1821, but he leaves the question unsettled as to whether or not he came up into the river.

A MEMORABLE EVENT.

One of the histories of Chicago says "July 12, 1834, an event occurred of a commercial character which should render it memorable, and deserves to be recorded. On that day the first commercial vessel arrived that ever passed the piers into the Chicago river—the Areadne, Captain Pickering."

This vessel was the Illinois. Captain Pickering was the commander.

VARIOUS FIRST FACTS.

In a book provided by the Chicago Historical Society it is written of Captain Peter F. Flood, who was born in Kildare county, Ireland, September 16, 1816, among other things that he left Ireland when quite young, landing at Quebec, located at Utica, N. Y., but sailed from Oswego on the small schooner Llewellyn, in April, 1835, arriving in Chicago in the month of June ensuing. He was master of a vessel at the age of twenty-one years, and has sailed the lakes forty years. He says the first vessel built in Chicago was in 1835, and called the Mary. The next one, he says, was a canalboat called the Phillips.

Another authority says the first vessel launched in Chicago was the Clarissa, in May, 1836.

The first steamboat fuel furnished by Chicago was in 1832, when Captain Walker, of the steamer Sheldon Thompson, bought an old log cabin and took it on board for his return passage down the lake.

The first rock for the harbor piers was furnished by John K. Boyer.

[The first cargo of wheat from Lake Michigan was loaded at Grand river in 1834 by the brig John Kinzie, Captain Robert C. Briston. The cargo was 2,000 bushels.]

The first storehouse for grain, etc., was R. C. Bristol's "old red warehouse," located on the main river, south side, near the forks.

The first regular tug in Chicago was in 1847. She was called the Kossuth, and was a side wheeler. Captain J. W. Hall, of Detroit, one of the best authorities on the history of lake navigation, was sailing then, and continued for years afterward. The Kossuth towed his vessel into Chicago creek in 1847.

MAKING THE HARBOR.

The work of improving the Chicago harbor was commenced by the United States Government in 1833. Previous to this the Chicago river made a sharp bend southward, near the present depot of the Illinois Central Railroad Company, and had its outlet into the lake fully half a mile from the bend, leaving between the river and the lake a long sand bar above water formed by the action of the northeasterly gales. The work of improvement was commenced by giving the river a straight outlet by a cut through this bar and by constructing a pier on the north bank. The direction of this pier was east by south, and its length was about a thousand feet, beginning nearly at the then shore line. A pier was also constructed on the south side of the river running parallel to the pier above mentioned, through which, at a later date, cuts were made by the Illinois Central Railroad Company, forming ship basins in connection with the other improvements. In 1837 the north pier was extended 400 feet, and its direction changed to about east by north. This change, however, proved unfavorable, as a sand bar soon formed in the channel south of the east end of the pier. This suggested a return to the direction given to the first part of the pier, and in the construction the change was made gradually by building the pier in a curve to which the preceding pier would be a tangent, and ending in the direction desired. This work was done in 1838 and 1840, and in 1852 a pier head was built at the outer extremity, to be used as a foundation for a lighthouse. The lighthouse, however, was constructed on piles at a point about fifty feet farther north. The depth of water into the harbor at that time was about eight feet. The vessels were of small dimensions, and this was sufficient for the largest.

GREAT AND RAPID GROWTH.

It was not until 1848 that Chicago assumed any importance at all as a port. Since that time—within thirty-five years—the growth has been rapid enough and great enough to astonish the whole world. And the vast commerce of Chicago to-day does not yet seem to be fully known or appreciated even on the American seaboard. Statistics are given further along in this review, however, which will convince the Atlantic seaports and the seaports of the world that Chicago, on Lake Michigan, is now one of the greatest ports anywhere. All the statistics given are official and will bear the closest scrutiny.

Even in 1848—the Board of Trade was organized in that year—but comparatively few vessels arrived and cleared at Chicago. Season after season, however, this lake trading increased rapidly.

"LOOMING UP," AS WAS THOUGHT THEN.

In 1854 Chicago was considered quite a port, and great boasts were made of the "immense quantities" of grain received and shipped here. The shipments for a series of years from and including 1854 were as follows:

	1854.	1855.	1856.	1857.	1858.
Flour...	111,627	163,419	216,389	259,648	470,402
Wheat..	2,306,925	6,298,155	8,364,420	9,846,052	8,850,257
Corn....	6,62 ,0 1	7,517,625	11 129 668	6,814,615	7,726,264
Oats....	3,229,987	1,888,538	1,014,637	506,778	1,519, 69
Rye.....	.....	.....	.....	.....	7,569
Barley...	147,811	92,011	19.654	17,993	132,029

In 1858 the capacity of grain elevators (or storehouses) in Chicago was 4,095,000 bushels. The quantity of coal received here by lake that season was 76,571 tons; lumber, 278,943,000 feet; wood, 87,074 cords.

THE FLEETS IN 1858-59.

The total number of vessels on the entire chain of lakes was then 1,458. Of these, 748, or more than half the whole number, plied to and from Chicago. About the largest sail vessel coming here then measured 400 tons.

In 1859 the tonnage of the lakes was as follows:

American craft—Number, 1,198; tonnage, 323,156; value, $9,811,200.

Canadian craft—Number, 313; tonnage, 69,663; value, $2,305,200.

COMPARE THE FIGURES.

Below are given the receipts and shipments of some of the leading products and commodities in Chicago the past season, (1883.) A comparison of these figures with those above will indicate clearly the growth of Chicago's lake commerce since 1854:

Lumber received, feet	1,710,130,000
Shingles received, No.	1,114,617,00
Lath, received, No.	52,350,000
Grain shipped, bu.	63,09 ,607
Flour shipped, barrels	775,523
Flaxseed shipped, bu.	1,624,597
Timothy seed shipped, bu.	252,818
Coal received, tons	919,782
Iron ore received, tons	64,689
Pig iron received tons	22,210
Salt received in sacks	62,883
Salt received in barrels	175,449
Salt received in bulk, tons	14,724
Pork shipped, barrels	60,068
Lard shipped, tierces	77,707
Beef shipped, barrels	5,872

The several lines of propellers from Buffalo and other lower lake ports brought up several thousand tons of merchandise, but no record is kept.

The number of vessels arriving and clearing at Chicago during the past season was 26,027.

THE PORT'S SHOWING.

The following table showing the arrivals and clearances of vessels in Chicago for a series of years—since 1861—speaks for itself. Chicago made a great stride in 1862, and, with few exceptional seasons, has steadily gained ever since:

Year.	Arrivals, No.	Arrivals, Tonnage.	Clearances, No.	Clearances, Tonnage.
1862	7,417	1,931,692	7,270	1,915,554
1863	8,678	2,172 611	8,457	2,161,221
1864	8,938	2,173,866	8,224	2,166,004
1865	10,112	2,106,859	10,067	2,092,276
1866	11,084	2,258,527	11,115	2,361,529
1867	12,230	2,588,579	12,140	2,612,676
1868	13,174	2,984,591	13,225	3,010,812
1869	13,730	3,123,410	13,872	3,149,946
1870	11,739	3,049,265	12,433	3,983,942
1871	12,230	3,096,101	12,312	3,082,235
1872	12,824	3,159,752	12,531	3,017,790
1873	11,858	3,225,911	11,876	3,338,803
1874	10,827	3 195,633	10,720	3,134,078
1875	10.488	3,122,004	10,607	3,157,051
1876	9,621	3,089,072	9,728	3,078,264
1877	10,233	3,284,332	10,284	3,311,083
1878	10 490	3,608,534	10,494	3,831,139
1879	11,859	3,887,095	12,014	3,870,300
1880	13,218	4,616,969	13,302	4,537,382
1881	13,026	4,538,558	12,957	4,228,689
1882	13,351	4,849,850	13,626	4,904,999

THE FLEETS OF TO-DAY.

There are fleets of craft on the lakes now measuring over 2,000 tons each, custom house measurement, and which carry at a single cargo from 2,000 to 3,000 tons of freight. Most of these craft ply two and from Chicago. Some of them take out 110,000 bushels of corn or 140,000 bushels of oats at a single cargo. There is a depth of 18 to 20 feet of water in the harbor, and it is all needed for the monster craft which come and go. The American lake shipping is estimated now at a value of $150,000,000, and a large half of it "trades" to Chicago, bringing in coal, iron, salt, merchandise, etc., and taking away cargoes of grain, etc. The history of Chicago as a port is the history of lake navigation generally. Chicago needed large vessels. They were built and the General Government has improved the whole lake-water route, so that they might ply up and down the lakes. As a result the cost of transportation has been immensely reduced. Instead of vessels of 200 to 400 tons measurement and a rate of 22 cents to 24 cents per bushel on corn to Buffalo, the craft now measures 1,800 and 2,500 tons, and the rate is 3 cents to 5 cents. Sail vessels are fast disappearing, transportation being now carried on by monster steambarges and tows and by regular lines of freight steamers on the lakes. Passenger traffic has fallen off greatly the public seeming to prefer to travel by rail.

DOCKAGE AND GRAIN ELEVATORS.

Chicago harbor has fifty-one miles of dockage, and possesses the largest grain elevators in the world. In all there are twenty-five elevators, and their total capacity for the storage of grain is 24,625,000 bushels. To tow vessels in and out of the harbor and transfer them about, it requires the service of sixty-five steam tugs.

CHICAGO GREATER THAN THE SEAPORTS

A comparison of official figures obtained from the Treasury Department, discovered some time ago that a greater number of vessels arrived and cleared at Chicago during a year than at the port of New York. The publication caused general surprise, and there were and are numerous skeptics. It is a fact, nevertheless, and fresh official figures just obtained make the showing better than ever for Chicago.

[It must be remembered, too, that Chicago is closed by ice for three or four months, while the seaports have all the year around.] —*Inter Ocean.*

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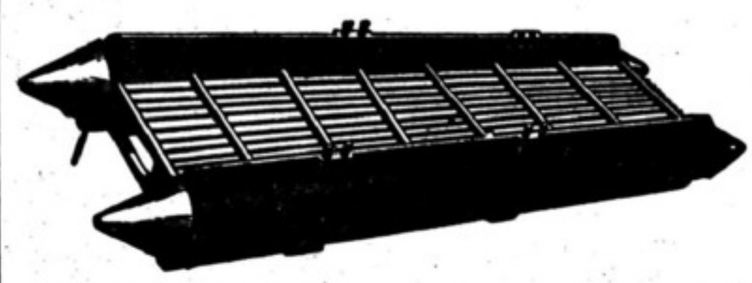

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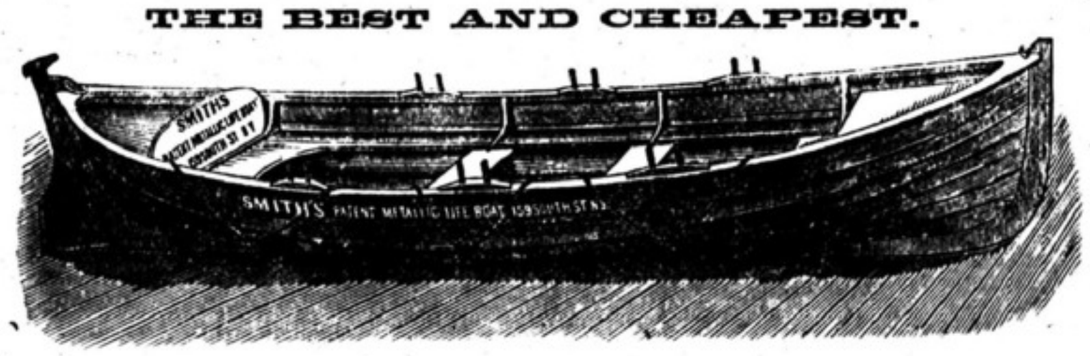

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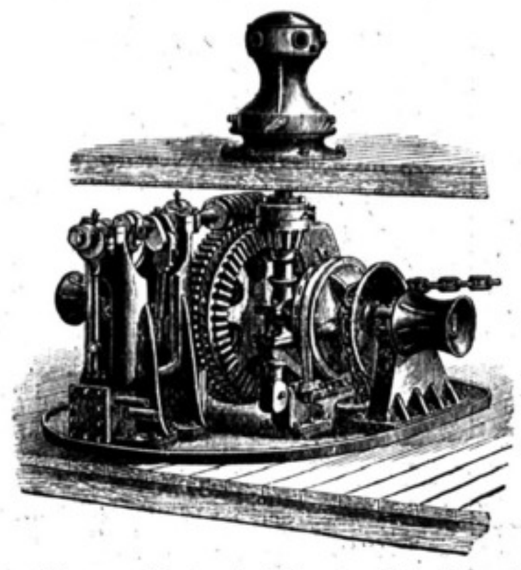
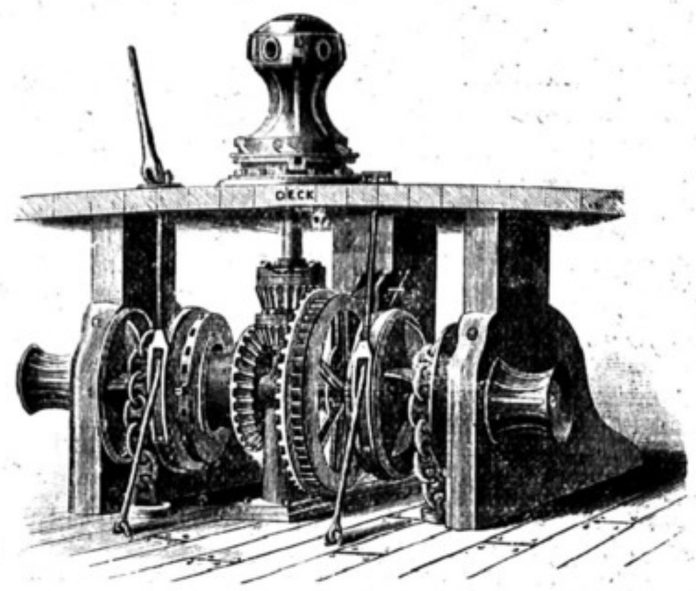


The Providence Patent Steam Capstan Windlass, New Style.



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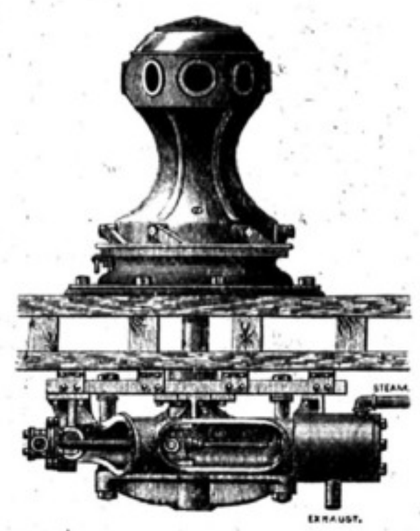

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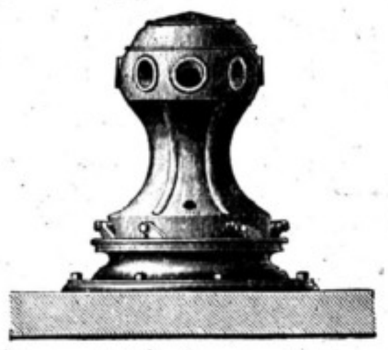

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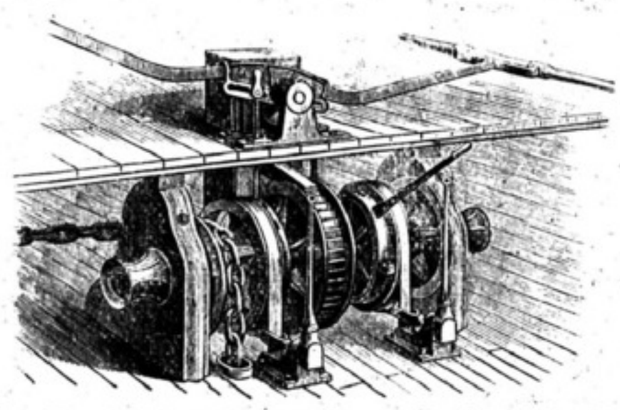

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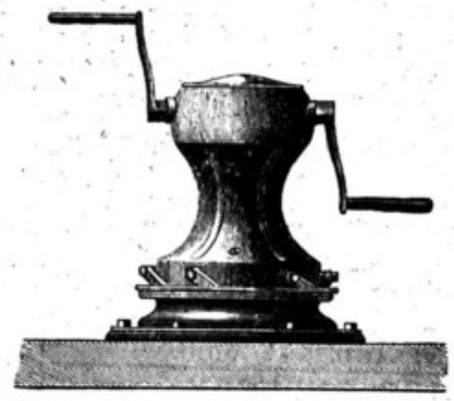

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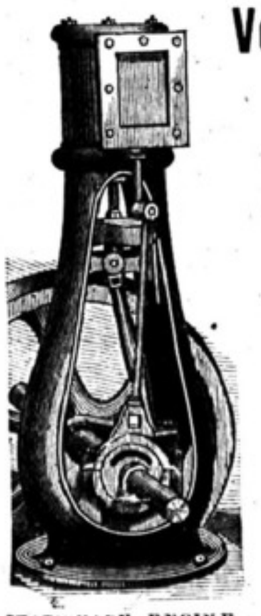

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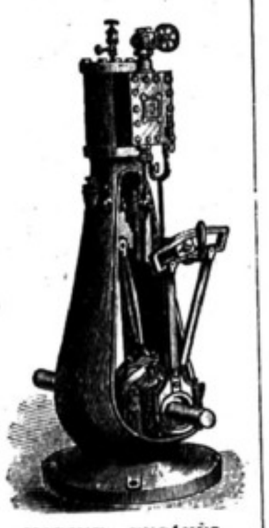

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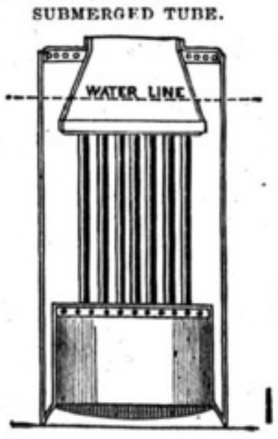

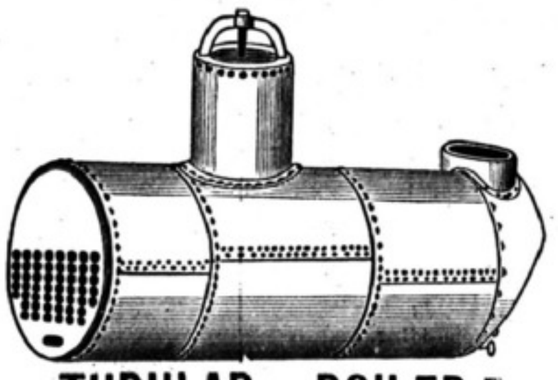

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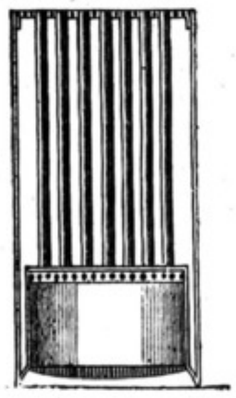

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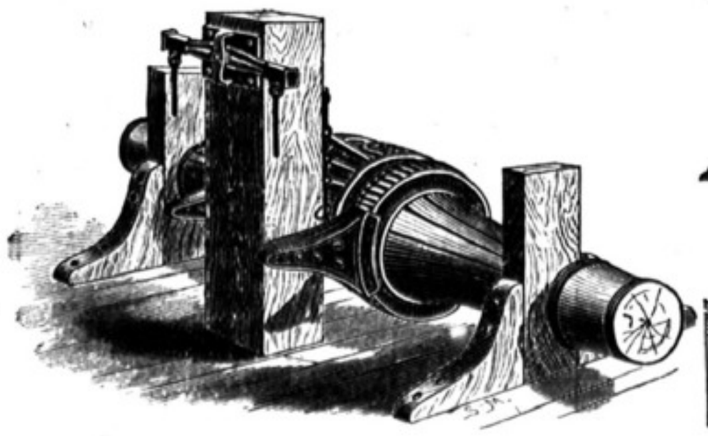
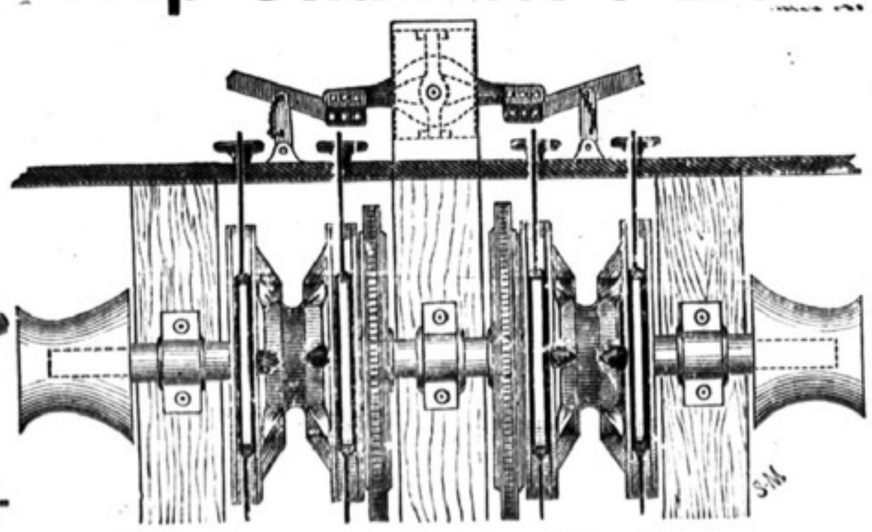
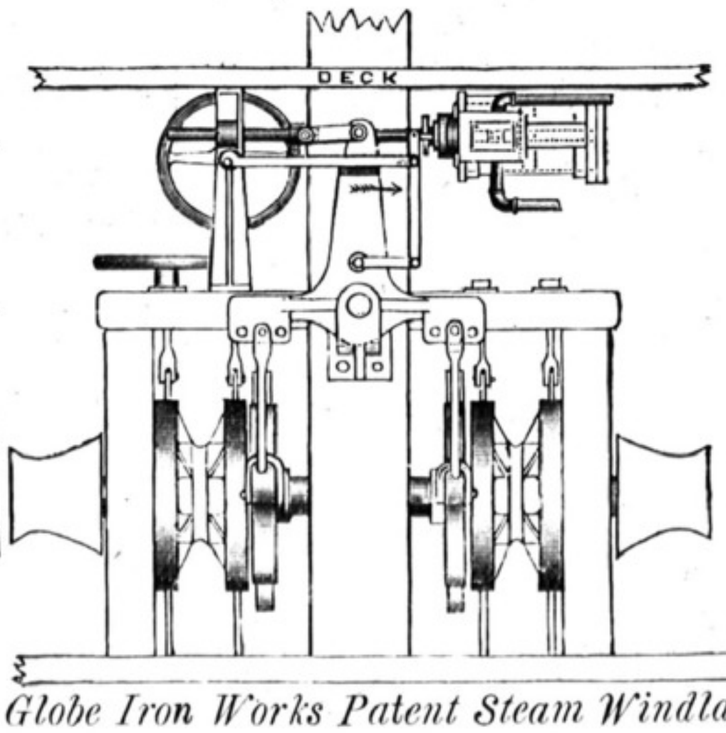


Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass